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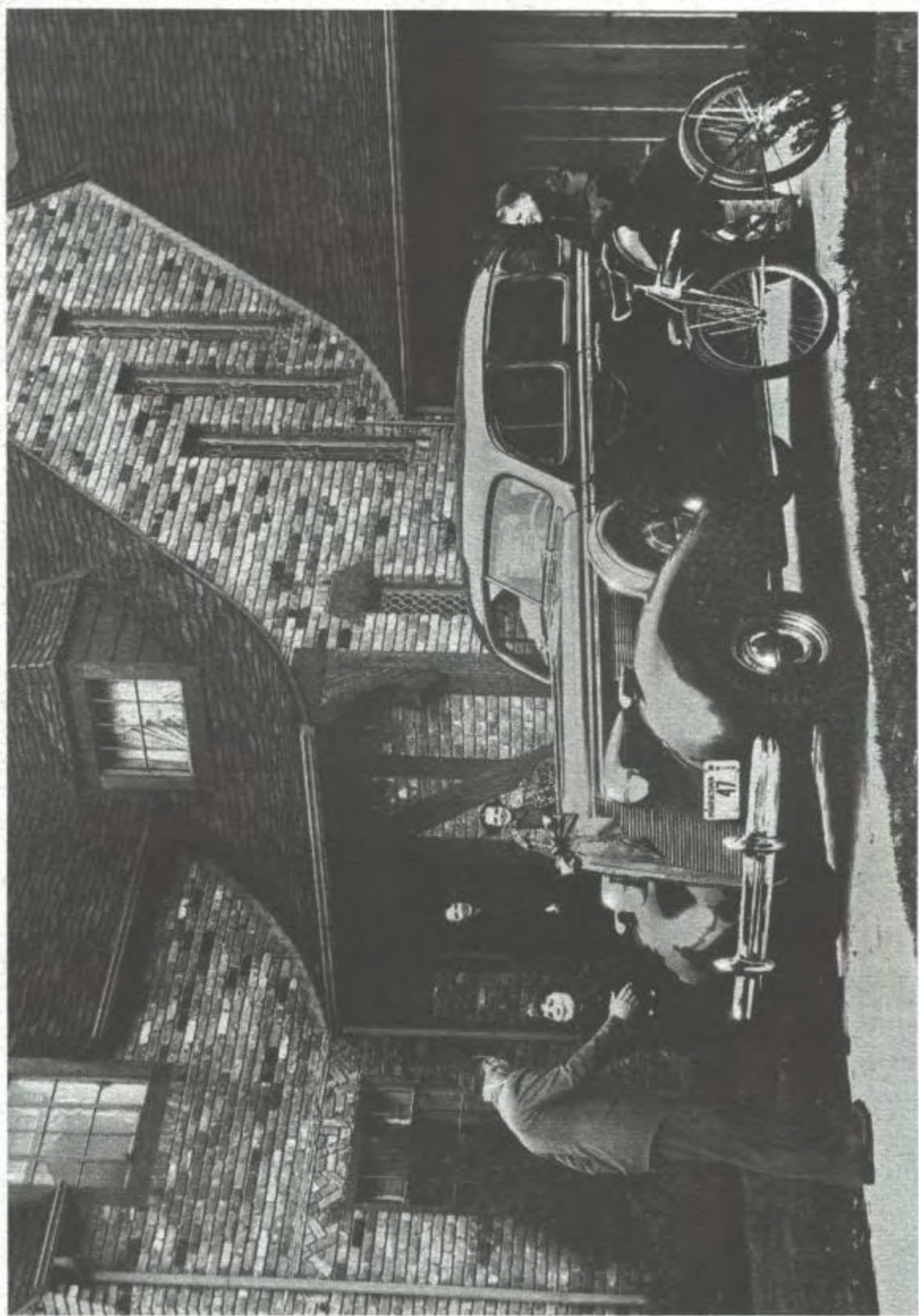
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TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XVI
NUMBER 4
MARCH/APRIL 1998



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

In January, I mailed out a reminder letter to the 110 members who did not renew. Most of them sent in their subscriptions and our paying membership is now 551, close to our record last year of 558.

Will the person who ordered a bunch of *Torque Tube* back issues from **Paul Culp** (#508) in Pennsylvania please call him. His phone number is (215) 249-3166 (home) or (215) 249-9163 (work). Thanks.

Some members believe that the 1937 Special had a 100 mph and the Century a 120 mph speedometer. All the 1937 and 1938 ones I've seen are 120 mph speedom-

eters. So I checked the Parts List and found that 1936 Buicks *did* have either a 100 mph or 120 mph speedometer. But all '37 and '38 speedometers were 120 mph.

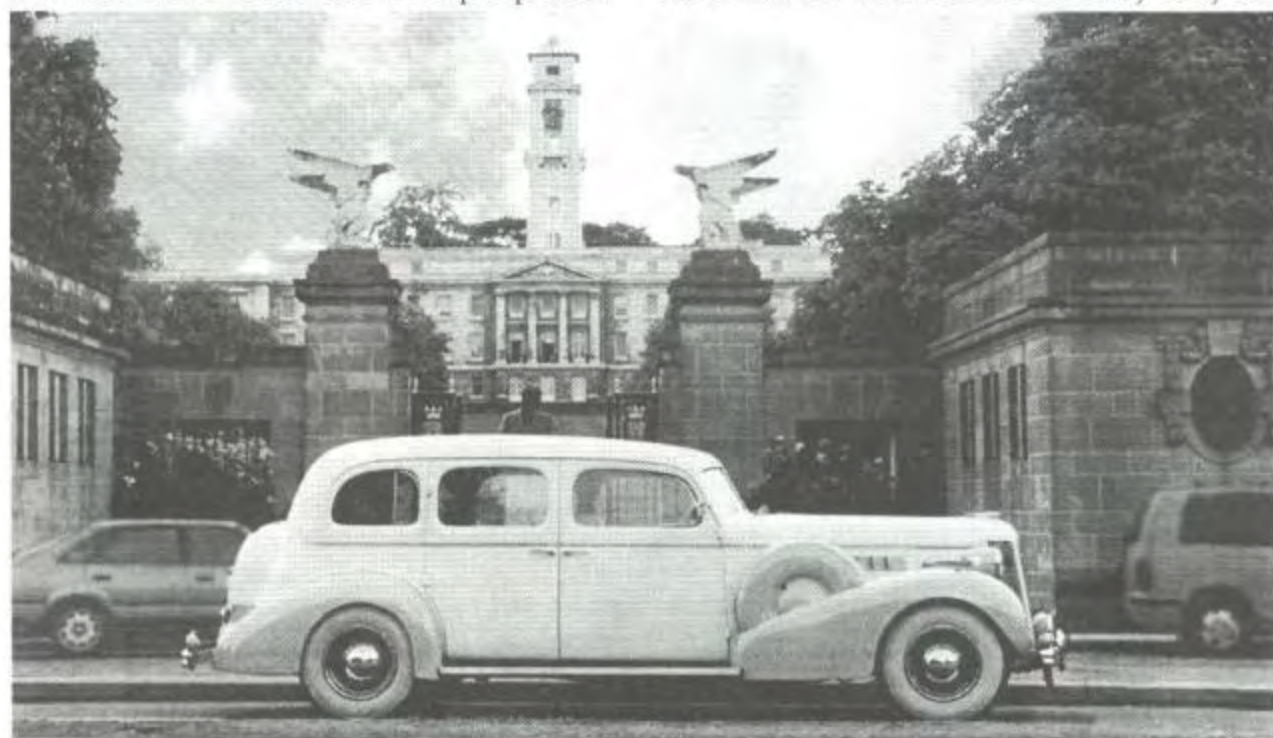
Pete DiPasquale (#352), who repairs antique radios, says you should use your radio often. This will help keep it running

longer. I thought by *not* playing my '38 radio it would make it last longer. Pete says some of the electrolytic capacitors, in the power supply, need to be reformed by being used more often.

A 1941 article on fuel economy I read recently states that too much oil in the Heavy Duty Air

849250	15.00	1931
867239	18.50	1932
867976	18.00	1933
868838	18.00	1934-35-50-60-90
1560299	15.00	1934-40
1560644	15.00	1935-40
1560666	15.00	1936-40 (100 M.P.H.)
1562330	16.00	1936 (120 M.P.H.)
1560668	16.00	1936-40-80-90 (100 M.P.H.)
1560715	18.25	1937
1564141	18.00	1938

Buick Speedometer



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



Cleaner can cause trouble. Putting in oil above the point indicated, or above the line marked on the case, will cut down on the flow of air. The air has a hard time getting through and consequently gives a rich mixture. The same thing will happen if the Standard Air Filter has a dirty element. It should be removed and washed in gasoline, allowed to dry, dipped in motor oil, drained of excess oil and reinstalled.

Our cars originally started by pressing down on the accelerator pedal. Many cars were con-

verted over the years to push button starting. The push button was sometimes mounted so it stuck out of the dashboard and sometimes was installed on the lip at the bottom of the dashboard where it was more out of sight.

One of our members has the push button switch installed at the back of the cigarette lighter. (middle photo on page 1) Now the switch is totally out of sight. To start the car, he pushes in on the cigarette lighter until the motor starts. Of course you lose the cigarette lighter which most drivers



≡TORQUE TUBE≡

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquires, etc. to:

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never use anyway.

The photo (bottom photo on page 1) shows **Derek Hodgett's** (#690) beautiful 1937 McLaughlin Limited taken in front of picturesque Nottingham University in England.

These photos of **Stephen and Pat King's** (#776) 1937 Special 4-Door Slant Back Sedan Model 47 were taken at Henry Ford's Greenfield Village Museum in Dearborn, MI. The car is a driver. Stephen bought it in 1989 and has averaged over 5,000 miles (8,000 km) per year, touring mostly with local car clubs. (pages 2 & 3)

One of our Australian members sent this ad (bottom photo) for 6 volt dual filament (high and low beam) Halogen headlight bulbs that are interchangeable with the original #2320-L tungsten bulbs. Halogen bulbs have the advantage of being up to 100% brighter than your existing tungsten bulbs, but they draw more current. So make sure your wiring and generator can handle the increased current. If you're interested, contact Anthony Pearson, 82 Cumming Street, Blackwood, SOUTH AUSTRALIA 5051.

If you need an authentic looking 1938 valve cover cap, you might want to consider the Stant 11066. This photo compares it to an original. (top of page 4)

This is our Norwegian member **Lars Gulliksrud** (#1013) and his family standing in front of their beautiful black 1937 Century Sedan Model 61. They live in Oslo. (middle of page 4)

This is **Thom Schuttish's** (#6) recently restored Corot beige 1938 Century Sport Coupe. Thom lives in San Francisco. That's the San Francisco-Oakland Bay Bridge in the background (bottom of page 4). Thom's car is parked in an area

which will soon be the new baseball stadium for the San Francisco Giants baseball team. You'll be able to see the game and the bay from most of the seats. It's scheduled for completion in the year 2000.

Bill Olson (#427) reports that 42 people have signed up for the Eastern Meet in Ohio in June. 16 old cars are coming plus a few modern ones. Bill expects a few more will come.

A very large piece of Buick history is about to die! General Motors has announced that the complex known as **Buick City**, in Flint, MI., where Buick and GM have built automobiles almost continuously since 1905, will be closed in 1999. The 94 year-old Buick City was Flint's last car assembly

plant. GM was founded in Flint in 1908. And the city of 170,000 grew up with GM.

Buick decided not to modernize the landmark factory's paint and body assembly shops. Market tastes have changed, and fewer big cars like LeSabre are being sold as more buyers moved to trucks and sport-utility vehicles.

Financial analysts said GM simply has too many plants building too few cars. Closing Buick City will help GM cut costs and stay competitive. But the news wasn't all bad because GM said it would build a new \$500-million engine plant in the area.

The legacy of Buick City began shortly after the beginning of

one century and ends just before the turn of the next!



Now Available
HALOGEN
6volt 35/35w APF
(American Pre Focus)
Bulbs for headlamps
1930-40's



Al Bell (#1061) sent me a 6 page list of '37/'38 parts for sale, nearly 300 items! So you may want to send a SASE and get his list. Check his ad on page 28 for details.

Lauren Matley (#47), in Washington, wants to know if we have any members interested in having 1937 convertible coupe rear windows made? He is considering having some made if there is a demand. The cost would be somewhat under \$300 a set (inner and outer). He will confirm the price and delivery when the machinist quotes him. If you're interested, call Lauren at (206) 630-2008.

Lauren also writes: "As usual you and Art Di-

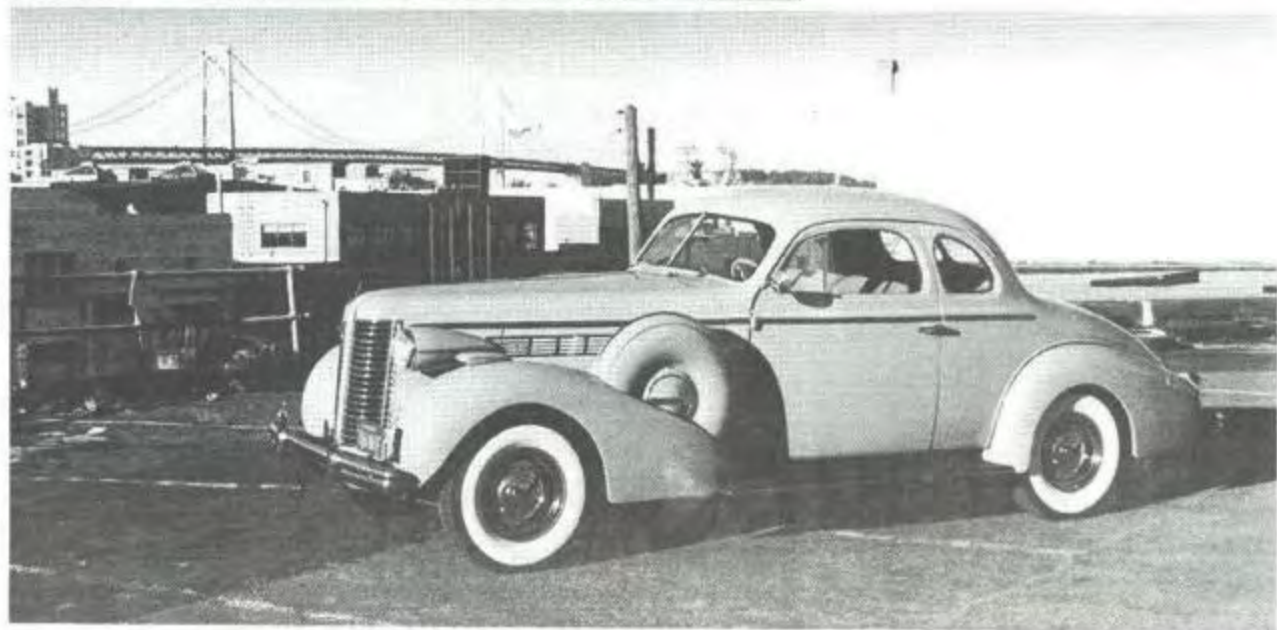
rector **Dug Waggoner** (#10) are doing an outstanding job on the Torque Tube, as well as helping all of us in our various restoration questions. I personally appreciate all of your efforts on behalf of

the members. I'm sure everyone would agree that the '37-'38 Buick Club is one of the best groups going. And even though the numbers are small compared to other clubs, the exchange of technical information and 'How-To' articles, and other interesting articles is in my mind most helpful compared to

other car organizations. No recipes, quilt patterns or goofy stories or poems. So hats off to you and Dug. Keep up the super job. We need you!"

(Ed. Thanks for the compliments Lauren. We appreciate it. It's the continued support like this from long time members and from our returning memberships, contributors and advertisers that gives us the vigor, stamina and heart to keep this unique Club moving on down the road.)

Harvey



Cover Cars

Our cover this time is graced with a factory photo of a pretty young lady in a new 1938 Special Sedan, probably a Model 41. You can tell it's a Special by the mottled woodgrain pattern instead of the straight grain pattern of a Century. The back cover tells a story that is in some ways uplifting but in advertising propaganda it was not true to the times. Judging by the bow on the hood, it looks like this 1937 Special or Century sedan arrived just in time for Christmas, 1936. Not many people were living this well during the Depression. I know my family was not nor anyone else I knew.

OUR TRIP TO New Zealand & AUSTRALIA

By Harry Logan (#651)- Los Altos, CA



Our first stop was Auckland, New Zealand where we stayed with **Laurie and Ann Roberts** (#1046). That's Laurie on the right and his wife Ann on the far left with my wife Margo.

They're standing next to Laurie's maroon 1938 Special 4-Door Sedan. Laurie needed two cars to make this one. He did an outstanding job. As you can see it's a very beautiful car.

It's the only '38 Buick in New Zealand with the rear fold-down bumper guard.

In addition to Laurie's home overlooking Blockhouse Bay in Auckland, we spent a few days at his vacation home on Algie's Bay, about an hour's drive away. There's a beautiful view of the bay from their deck, seen in the background. (bottom of page 6)



Laurie owns a successful power steering business called Air-Flo Hydraulics that he started over 30 years ago. He's now semi-retired but goes to work most days. He works in the office or on his antique cars and motorcycles. In addition to his 38-41, he has a 1953 English Ford Zephyr in mint condition plus several motorcycles and a nice collection of automobile memorabilia.

After nearly a week in New Zealand, we flew to Melbourne, Australia. We spent one night with **Geoff and Marlene Hilliard (#698)** in their beau-





tiful home in Mt. Martha overlooking Port Phillip Bay. The view above is from their balcony.

The photo below shows Geoff and a 1938 Holden Bodied Buick Century. (note the front bumper) He recently sold it to new member **Jack Provan** (#1307). If you look on page one of the last issue you'll see a photo of Jack and his wife.

Jack owns a large woodworking shop. One of the rooms in his shop doubles as a meeting place for local Buick collectors (top of page 8) including **Max Grant** (#919) and his white 38-41. It's pictured on the cover of the March/April 1995 issue of the **Torque Tube**.

The next stop on our tour was to spend several days in the turn-of-the-century home of **Mick and Sharon Whiting** (#381).

That's Mick on the right of me, in his living room. He has the two trophies he won at last year's Buick Nationals on each end of his mantle. Mick has the only 1938 Buick coupe (Model 46S) in Australia. He bought it in South Carolina after seeing it advertised in the **Torque Tube** in the early 1980's. He imported the car and converted it to right hand drive. Mick also has several Buick Holden parts cars in his back yard.





Top left photo shows the club room of **Jack Provan's** (#1307) woodworking shop that doubles as a meeting place for local Buick collectors. The top right photo shows **Mick Whiting** (#381) in his first '38 Buick. That's Mick on the right of me, in his living room. The bottom photo is Mick's beautiful turn-of-the-century home.





Mick started collecting 1938 Buicks at an early age. He got his first one, a pedal car, when he was only five years old!

Next we took an eleven hour train ride from Melbourne to Sydney, one of the most beautiful cities in the world. From our hotel balcony we could see the Sydney Harbor Bridge, the bay and the Opera House. A very spectacular sight!

Bill and Margaret Denney (#863) took a 5 hour train ride from their home to spend a couple of days with us. We visited Bondi, one of

Australia's most beautiful beaches. At the time we were there it was summer and the temperature was around 30 C (88 F).

My wife and I travel a lot, usually staying in hotels. But this trip was different as we spent about half the time with Club members. And what a pleasant experience that was, getting to know them and their families. We will always remember the kindness and hospitality they showed us.



A KEEPSAKE IN BRONZE

Richard Vanslavie-Reporter

The Daily Item newspaper Lewisburg, Pennsylvania

New it is not. One of the obvious things about James and Andrew Schwartzes' 1937 Buick Byzantine hearse is that this is not the latest thing to roll off a Detroit production line. Everything about the styling says this vehicle comes from another era.

For one thing, it is all black, once a popular shade for hearses but uncommon today. There is actually chrome on it, including front and rear bumpers. The spare tire is fully enclosed in a tire-shaped housing to the rear of the right front fender.

But one special feature that sets it apart from modern hearses, as well as from many contemporary hearses of 60 years ago, are the bronze panels on both sides that resemble draped curtains.

It was a look that typically appeared on hearses about 20 years earlier. Prior to that, horse drawn hearses had hand-carved wooden drapes. The look was re-introduced on this particular model by Sayers and Scoville, the Cincinnati, Ohio company that built the hearse on a Buick chassis. The company is still in business, said Schwartz, of the James L. Schwartz Funeral Home.

The bronze panels contribute to the vehicle's overall weight of nearly four tons. It was one of the final lines of hearses to feature the panels, which last appeared in 1941. Also, the frame is oak.

Schwartz said he was approached by someone who is manufacturing fiberglass versions of the panels to install on his newer hearse, an offer Schwartz turned down.

At a cost of just under \$5,000, it was the most expensive hearse in 1937, according to a reference book on antique hearses. It was a prestige vehicle back then, said Schwartz. "The inside has carved rose wood. It is irreplaceable," he said.

The interior has velvet and mohair, which means when the hearse is in storage, Schwartz must place mothballs inside to protect it from damage.

He does not like to take it out in winter. "I don't think it has ever seen road salt," he said. Also, the small defrost vent only appears on the driver's side.

The hearse has two large racks in the rear compartment for holding sprays of flowers. They pull out to make it easier to fill and unload them. The interior walls of rose wood are shaped like arched, stained glass windows.

The hearse has about 20,400 miles on it. Schwartz said they may use it once a year for funerals by special request. "People who ask to use it either like antique cars or like the look of it," he said.

The hearse has also appeared in a number of

parades in the 20 or so years the Schwartzs have owned it. But the vehicle's comparatively small radiator and hot summer days are a perfect mixture for overheating.

So Schwartz tries to avoid summer-time parades. The hearse does appear

frequently at antique car shows. "People either love it or hate it," he said.

Schwartz said when he learned about the hearse, he took a special interest in it. A lover of antique vehicles, this one had special meaning for a number of reasons. It was an antique, it was a hearse and it was also manufactured the year he was born.

"I had to bide my time," he said after learning about the hearse somewhere in eastern Pennsylvania. It was stored in a barn and did not become available until the original owner died. The grandson then sold it.

There are still a few reliable local mechanics in town who know something about the engine, Schwartz said.

Except for the new chrome on the bumpers and some paint work on parts of the body, it is all original, he said.

The one thing he does not plan to do with it is sell it.

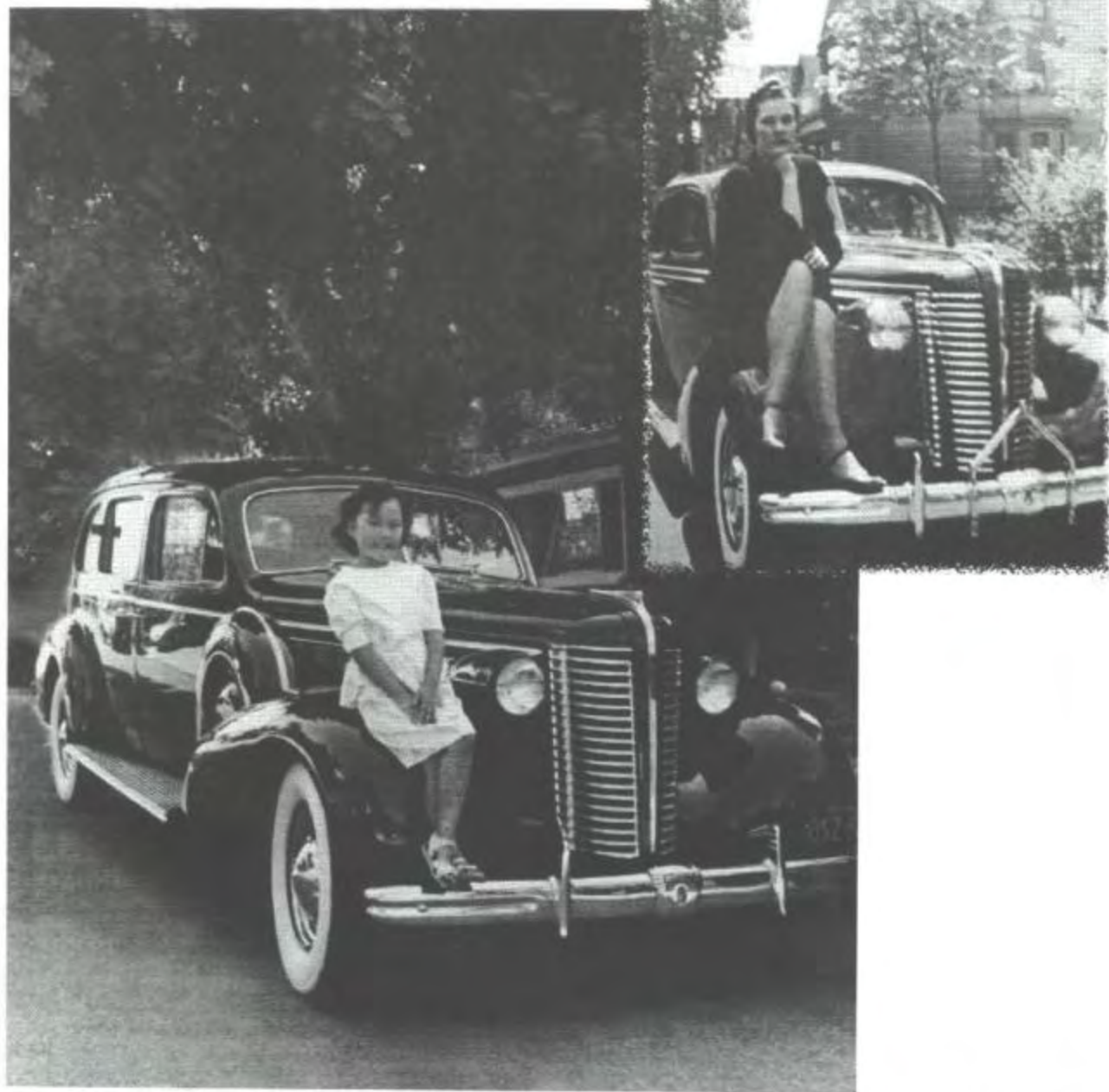
When his son Andrew becomes the sole owner, it will be up to him what happens with the hearse, Schwartz said.

(ED: Thanks to **Irvin Heckert** (#940) in Lewisburg, PA for sharing this newspaper article).



1938 BUICKS HAVE BEEN IN OUR FAMILY FOR 60 YEARS

By Allen Thronson (#711)-Sunland, CA.



This 1938 Special was my parents car. The girl in the pin-up pose is my sister Lois. The photo was taken in Chicago, IL on May 17, 1942. (ED: note the after-market wide grille guard). This is my dark green 1938 Limited. Our granddaughter Rachel strikes the same pose as my sister 56 years later. I drove this car 2,500+ miles (4,000 km) from Wisconsin to my home in Southern California. The car ran fine except for generator problems in Billings, MT.

MY 1937 *Century* COUPE

By Sam Mahle (#1167) - Clarion, PA.

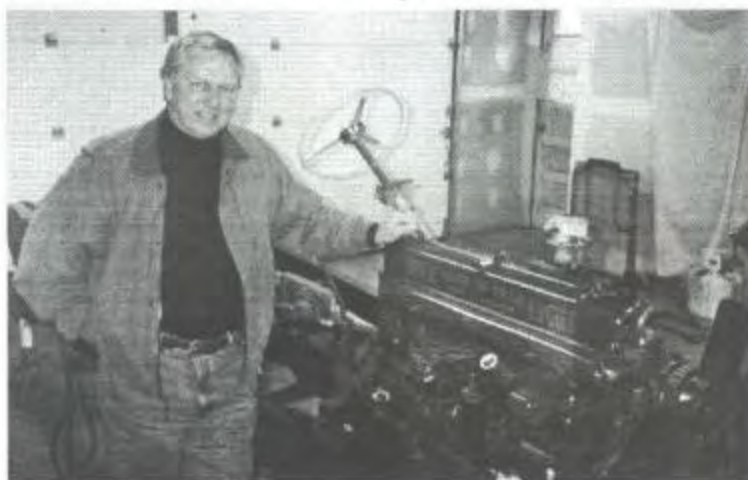
This car was purchased new from the E. Jackson Stewart Garage on Pickering Street in Brookville, a town in north-western Pennsylvania. The original owner was Cliff Deemer, a local oil and gas well driller and large land owner.



The company he started has continued until this day. I have talked to two men that worked for the company and they recall driving the owner to his various job sites in this car.

The car sat idle in Mr. Deemer's garage for about 15 years as he had the habit of purchasing new vehicles and not trading the old ones in, but rather just storing them at his various facilities. In 1958 Deemer decided to purchase two new company vehicles from the local Chevrolet dealer and this car was traded in.

A young 15 year old kid by the name of William Hawthorn was the second owner. I spoke with him a year ago and invited him to come see his old car, and he did the day after Christmas, 1997. We talked about various parts of the history and the low 33,000 mileage. I said that maybe this was 133,000. But he said the car had 14,000 when he bought it so we came to the conclusion that the low mileage



I have a lot of fond memories of driving this car. I remember one occasion when I raced a then new 1960 Chevy V-8.

We ran neck and neck for miles but he was unable to dust that big old 320 cubic inch, 130 horsepower engine off.

It was during this time that the compression got so bad that I was unable to get it started, so I swapped it to my brother for a more dependable car. My brother did a valve job on it and sold it to a local doctor. He didn't drive it much and then sold it to Steve Burns. I talked to Steve and he said he was only 15 at the time and got his drivers license in 1963. He sold it in 1979. The new owner stored it in his auto-body shop. I would stop in and ask to see the car or to try to purchase it back, but always to no avail. But he said I would get first chance at it if and when he wanted to sell it.

Finally in 1996 I was offered a chance to

was in fact correct. Bill said that he didn't drive the car much. Only on his father's farm as he wasn't licensed to drive on public roads.

I purchased this car in the Fall of 1959 and used it while going to work and college.



buy it back. It had been torn apart somewhat by various people at various times, but appeared to be all there (*and in boxes*). After getting the engine running, the brake system, water and fuel pumps and carburetor were rebuilt. I drove the car for about 50 miles and checked the compression which showed that the engine was in very good condition.

One year ago I was able to get the engine to

fire up after it had sat in storage for over 25 years! It had three stuck valves that we were able to pry loose. And without too much more work, that great sound of those eight pistons going up and down in glorious timed combustion made my day!

I removed the body from the frame, then had the frame and engine/drive train power washed. Next I removed the engine and refaced



the clutch plate and had all motor mounts revulcanized. Once the engine was out, the frame was sandblasted and I then primed it with vari-prime, a self etching primer. Then it was painted with DURACRYL acrylic lacquer DL9423.

The engine was painted and reinstalled in the car. All brake and fuel lines were replaced. The starter and generator were checked out by a local electrical shop. The gas tank was reconditioned and put back on. And a new exhaust system was installed. The engine was fired up again on December 24.

We removed the body from the chassis and stripped all the paint off. Then we painted the cowl the final Sudan (light) Blue before setting the body back on the frame. We used a neighbor's HiLift. My wife and son lifted the back end up and I guided it down over the steering column. It worked pretty slick.

Now the body is back on. To say that this effort to get this great car back on the road and derivable has been somewhat challenging to me, someone who has been out of the automobile business for thirty some years, is certainly an understatement. I probably would not have taken on such a challenge, but how often do you get a chance to buy back a car that you had when you were a teenager?

My loyalty to the Buick line was established by my father's ownership of a 1926 Buick Master Six Sedan, Model 26-50. It was painted Lotus Blue with black fenders. It was a large and heavy car. Later on, my mother had a 1939 Roadmaster, which was a nice car until my brother George wrecked it. My brother Gib has owned close to twenty Buicks through the years starting with a 1926 Roadster, and several 1938's

and now owns a 1938 Century 4-Door Sedan.

The fine lines of these Buicks were ingrained on my mind, and so the day in 1959 when I saw a 1937 Century Coupe, I knew I had to have it.

My coupe was built in Flint, MI and is a 1937 Model 66S Sport Coupe, Body No. 837.

The frame is No. 3080744, Trim No. 309 (Tan Bedford Cord), Paint No. 500 (Black).

My brother along with his sons run Mahle's Autobody in Clarion, PA. This is their 50th year in business. They are doing the body work on the car. They had to repair the rust out by brazing in

metal and using lead for best results. After all the body repairs are completed, I'll apply a good anti-rust paint and then the body will be reinstalled on the frame using newbody mounts. My brother will complete any repairs to the front sheet metal and the roof where it has received some minor damage.

We'll install Hunley Acuff running boards, a new wiring harness, working radio, rechromed bumpers, rebuilt steering wheel and newly woodgrained window and door moldings.

My plan is to paint the car myself, and so I recently purchased a new air compressor. I have admired color photos of Harry Logan's Sudan (light) Blue (#504) '37 coupe and will paint my car that color. I will use Dupont base coat, clear coat.

I can't wait until this car is derivable again so I can take it for a cruise just like I did when I was in college over 30 years ago. I hope to have this car finished by mid-July because my daughter is getting married. What a thrill it would be to drive her in a '37 Century!



MEET MASTERS BILL OLSON AND ARCHIE MITCHELL PRESENT:

Eastern Club Meet & Tour

Coshocton, Ohio June 4-6, 1998

The Eastern 37-38 Buick Meet and Tour will begin Thursday evening, June 4, 1998 and conclude with a first-rate three-entree buffet dinner Saturday evening June 6, at historic Roscoe village in Coshocton, Ohio. (Coshocton is about 65 miles northeast of Columbus.) We will stay at the three-star Roscoe Village Inn, where we will have our own "social room" and which has excellent food, a cozy "tavern" and fully-modern facilities including elevator to all floors. (Saturday night dinner will be held in one of the Inn's banquet rooms.)

Roscoe Village replicates an Ohio "canal town" of the 1830's on the Ohio-Erie Canal, which once ran all the way from Cleveland to the Ohio River at Portsmouth; you'll find gardens, old-time shops, antiques, exhibits, an interesting museum, the rustic Old Warehouse restaurant, and a one-mile ride on a restored horse-drawn canal boat.

On Friday, we will also ride the steam-powered Ohio Central Railroad, lunch at Beachy's Country Chalet in Sugarcreek, which features Swiss and Dutch Mennonite specialties, and visit some of the interesting attractions in the peaceful and beautiful Ohio "Amish Country." (This part of Ohio contains one of the largest concentrations of Amish and Mennonite regions in the US)

A block of 20 rooms has been set aside for us at the **Roscoe Village Inn. These rooms will be held until April 3, 1998; no later**; on the following day all Club rooms will be released. Please make your reservations early to avoid disappointment. Room rates are \$74 Thursday night, \$85 Friday and Saturday nights. **Please mention the 1937-1938 Buick Club when calling**; make your own reservations. Phone 1-800-237-7397.

In order to nail down the best food and accommodations for us, a significant up-front financial commitment has already been made. Therefore, unlike some past events, this time you are asked to pay in advance for the dinner and a share of the rent for the social room. (Sorry, the rent does **not** include free beer.) Even with all of that, however, we believe the registration fee is reasonable enough: **\$20 per person**, which includes the above plus photos of your car at two or more memorable locations. (Note: If for any reason you cannot attend the Saturday night dinner, the fee is \$5.00 per person; however, I urge attendance, as the food will be good and there will likely be some surprises during or after the meal.)

Directions, information, and a final schedule of events will be sent to all registrants in May. Modern cars are welcome.

Please fill out the form below and return with your check to Bill Olson

Name(s) _____
Address _____
Car _____
Number in Party _____
Amount enclosed: (\$20 per person with dinner).....\$ _____
(\$5 per person without dinner).....\$ _____
Expected date of arrival _____
Please make checks payable to:

William E. Olson
842 Mission Hills Lane
Columbus, OH 43235-1264

Phone (614) 436-7579 if you have a question.



Hitler's Backside!



German Chancellor Adolph Hitler greets Air Force Chief Herman Goering who's entourage arrives with two Buicks and a Mercedes-Benz. The first car is a 1938 Roadmaster Model 80C and it flies the Reichsmarshal's flag on the right front fender. It's the same car shown on the cover and in a story in the May/June 1994 *Torque Tube*. The photos were taken from a German newsreel and show the license plate number was WL (for Wehrmacht Luftwaffe or Armed Forces Air Force) 157908.

This photo only shows WL 15. I believe the photo was taken in France or Belgium during the summer of 1940 shortly after the defeat of the French and British. The last car is a sidemounted 4-door sedan with rear suicide doors, runningboards and with the cowl vent partially open. It looks like a Buick but hard to say for sure as unfortunately Hitler is, once again, standing in the way of our view of the world.

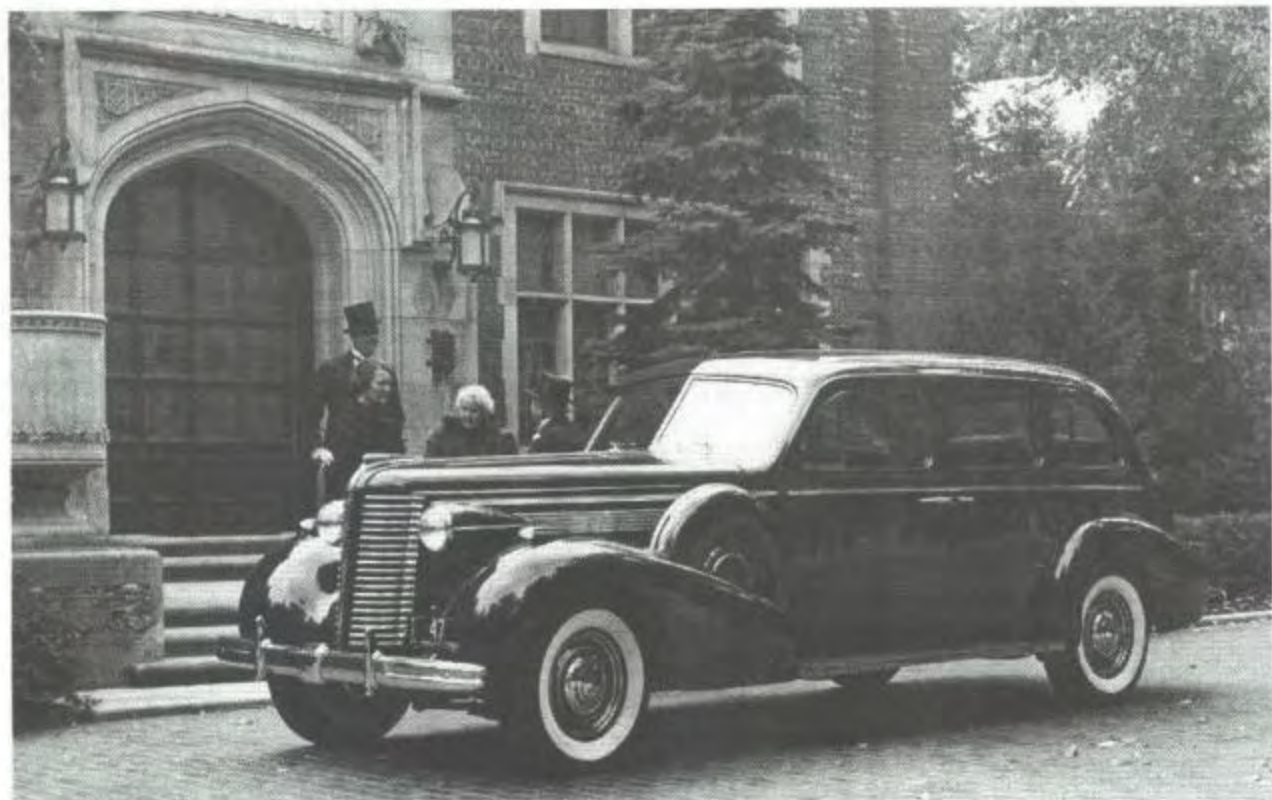
Thanks to **Bill Whyte** (#968) in Scotland for sharing this photo.



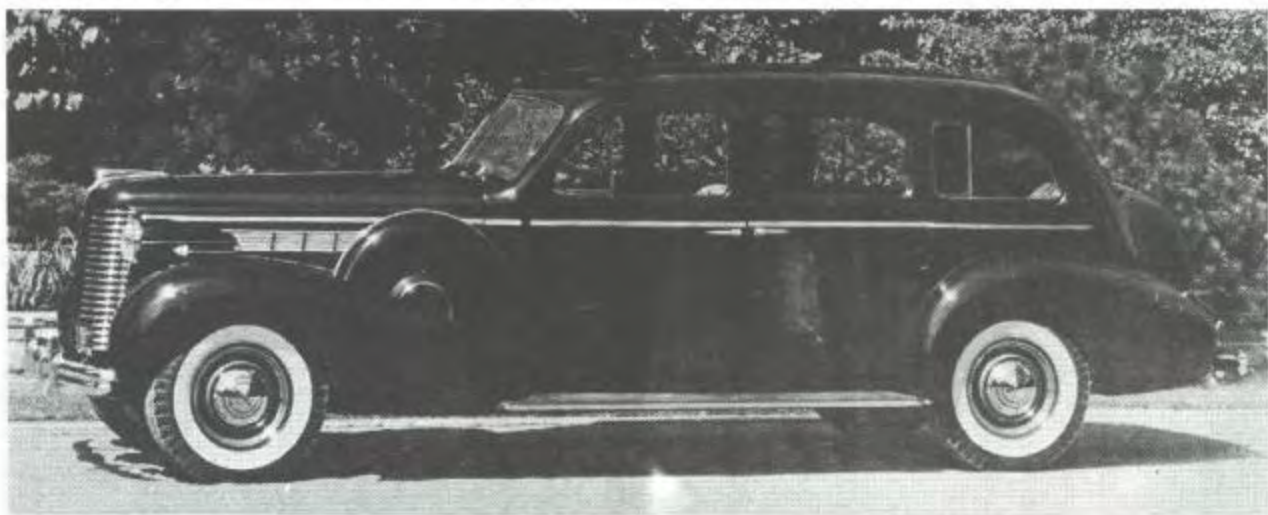
Limited

MODEL 91 FOUR DOOR SEDAN

FACTORY PHOTOS



This publicity photo was taken in front of a very impressive mansion. Note the men are wearing top hats and white gloves while the ladies have fur coats. Definitely not your typical Depression Era couples. The car has 1937 Michigan manufacturer's license plate number 47.



This car has 1937 Michigan manufacturer's license plate number 51. Notice you can tell a Limited from a Roadmaster by the wind wing in the rear quarter window. It's hard to tell whether this is a six or an eight passenger touring or a limousine. The photo does not show a divider window.

CAR WON'T START... FLOODS EASILY

This was the problem I was having with my 1938 Century. It surprised me as this is my most reliable antique car.

The problem was I had tightened the screw that holds the air filter to the carburetor too tightly. This pinches the choke valve in the closed position. Every time I tried to start it, all I got was a puddle of gas under the car.

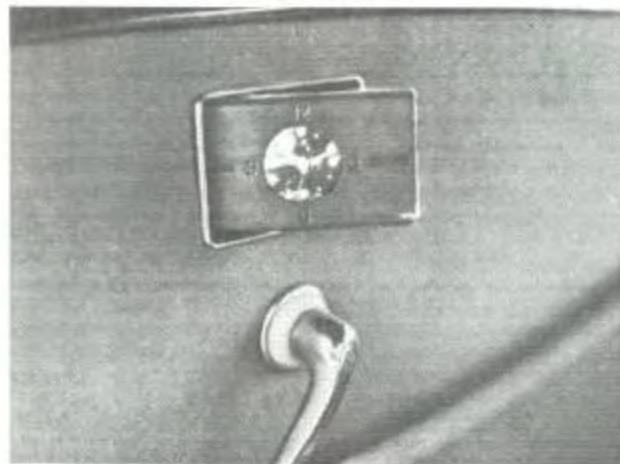
So take care not to tighten the air filter screw too tightly!



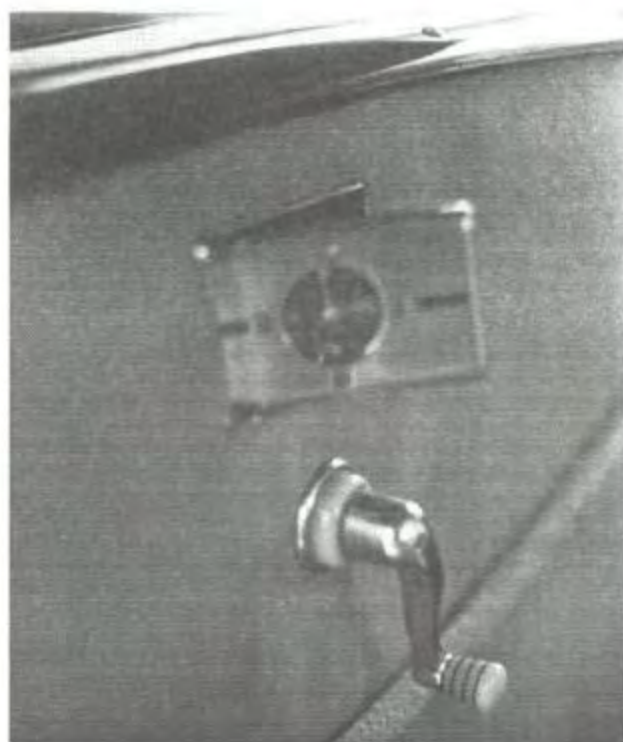
1938 ROADMASTER/LIMITED CLOCK

By Harry Logan (#651) Los Altos, CA

This fold-out, Jaeger wind-up clock was offered as an accessory on Roadmaster's and Limiteds. It measures 3 7/8" (9.8 cm) long by 2 3/8" (6 cm) high. The face of the case appears to be brushed stainless with the numerals and letters embossed and painted black. The clock face is black with white dots and is recessed into the case and covered with a convex crystal lens.



The photo shows **Jim Flack's** (#499) 38-81F Formal Sedan's clock.



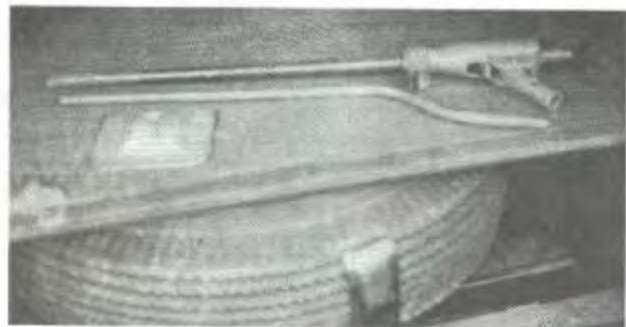
A different clock face was used on **Larry Hale's** (#1070) 38-81E



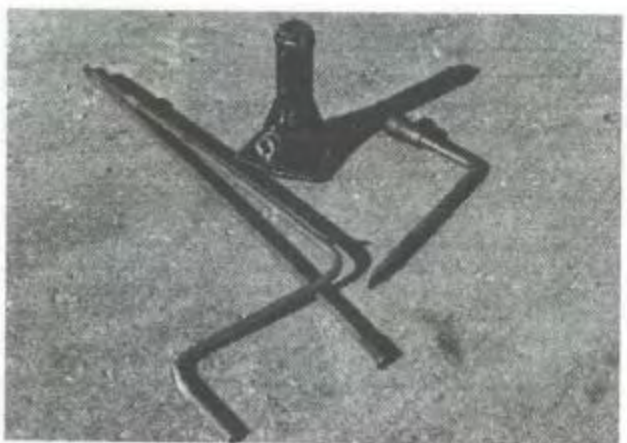
Technical TIPS

BUICK BUMPER JACKS

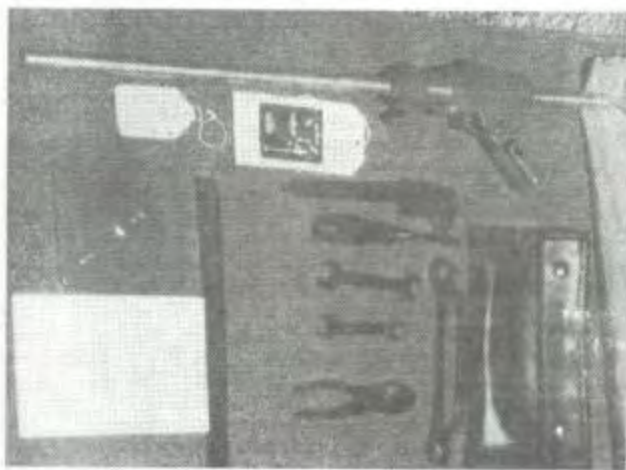
By Harry Logan (#651) Los Altos, CA



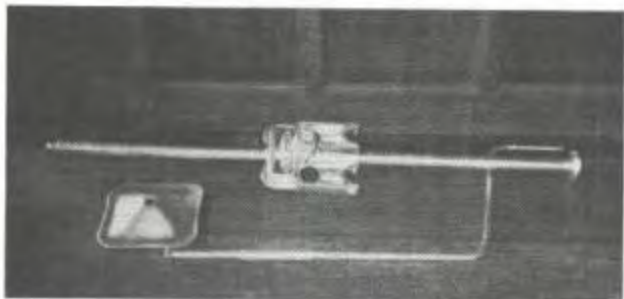
This 1938 bumper jack still has its original green paint. Even the rubber trunk mat is original. The car is a 1938 Century Sedan without sidemounts. The car would not have this wooden shelf and spare tire if it had come with factory installed sidemounts.



In 1937, Buick used a screw type jack like this one found in an unrestored 1937 Business Coupe. The jack was black and the folding handle green.



1938 Buick bumper jacks are hard to find. I recently saw a 1941 Lincoln jack and it looks like the Buick one. Even the color is green. So if you can't find a Buick jack, maybe the Lincoln will do. There's a good chance they were made by the same manufacturer.



This is what a 1938 Holden (Australian Buick) jack looks like. Thanks to **Bill Denney** (#863) in Australia for sharing this photo.

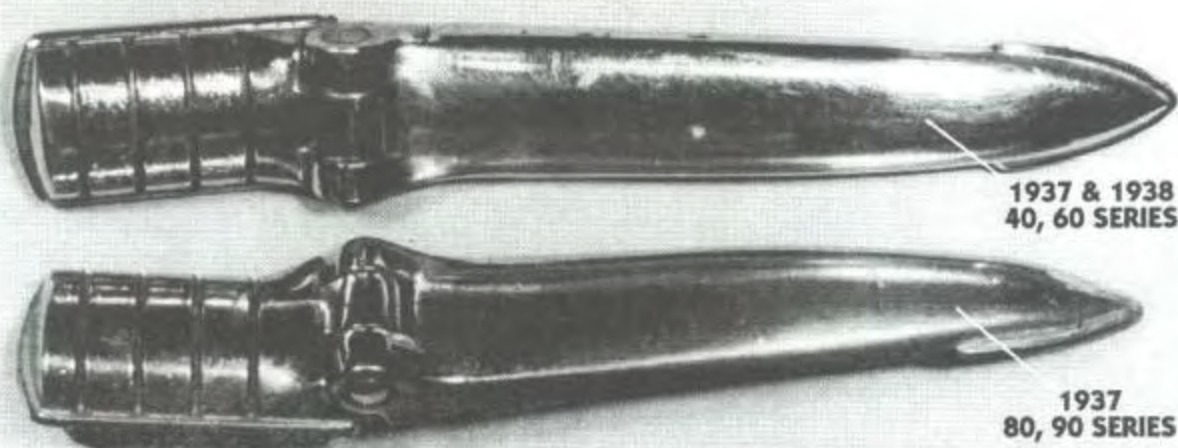
CORRECTION FROM LAST ISSUE

In your last issue, the words relating to the photos about Grill Fasteners, is not correct. This new arrangement should keep the record straight. If used correctly, these replacement screws will make your restoration snug and tidy.

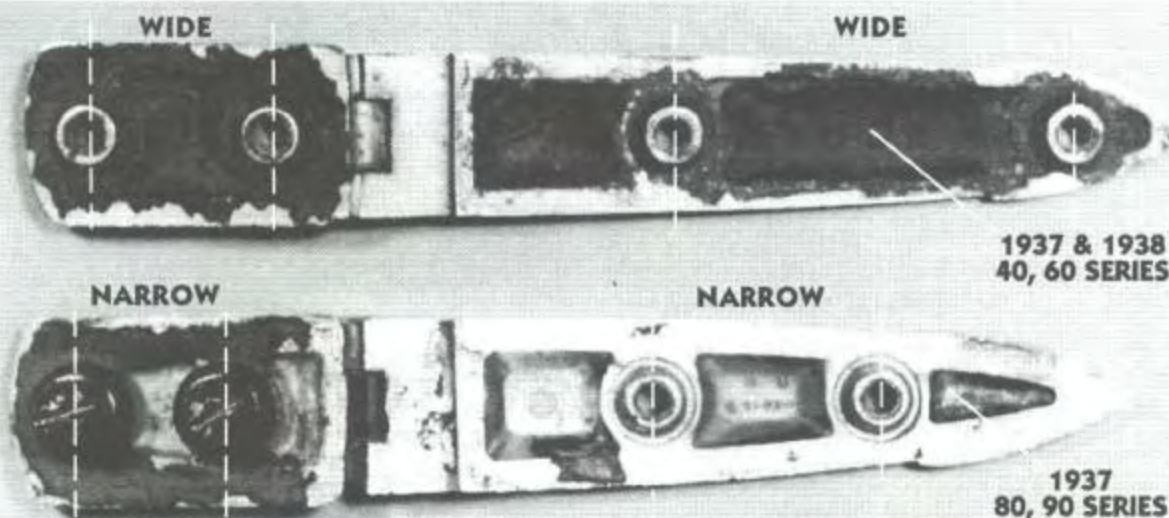


TRUNK BACK SEDAN HINGES

By Harry Logan (#651) Los Altos, CA



TOP VIEW OF HINGES



BOTTOM VIEW OF HINGES

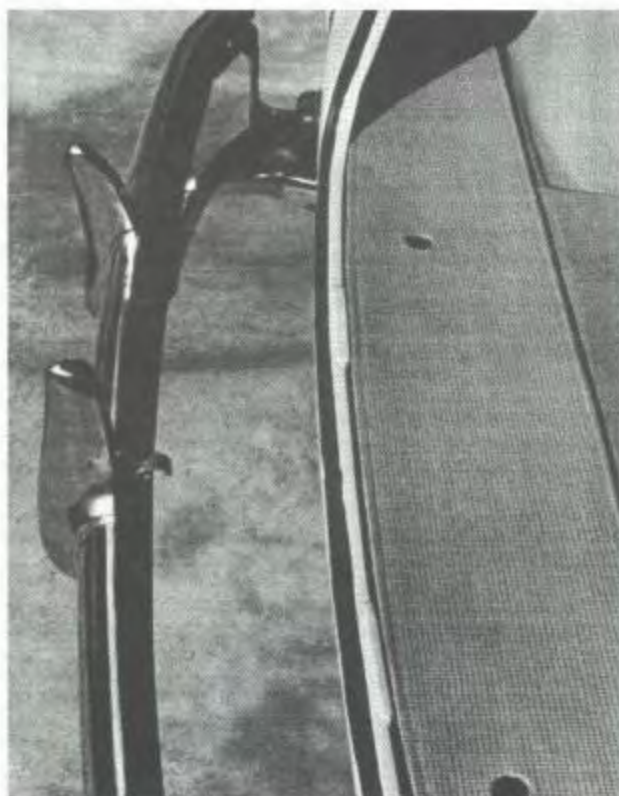
The upper chrome hinge in these two photos are for 1937 **and** 1938 Special and Century Trunk Back Sedans, Models 41 and 48, 61 and 68. The bottom hinge is slightly shorter and is for 1937 80 and 90 Series cars. Notice the spacing of the mounting screws is wider on the upper hinge. Also realize that trunk hinges are not interchangeable between sides. There is a left and a right, each with a different part number.

1938 80 and 90 Series trunk back sedans (Models 81 and 81F) and all 90 Series cars use the same hinge, P/N 4082896 (Right) and 4082897 (Left). They are not interchangeable with Special and Centuries. For more information on trunk hinges, look at section 12.184 in the Body Parts Book.

(ED: Thanks to Bob Carrubba of Bob's Automobilia for providing this information).

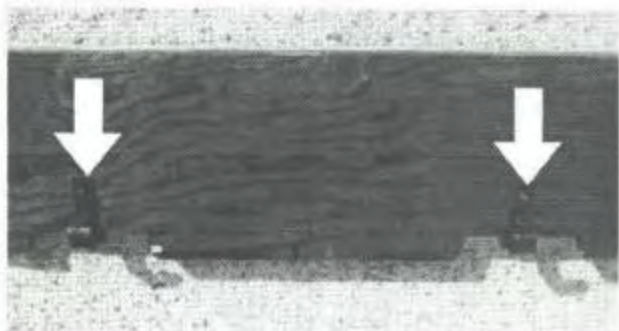
Technical TIPS

By Harry Logan (#651) Los Altos, CA



For years I have heard stories that our Buicks came with a trunk tool compartment cover, yet none of the many cars I have looked at had one. Some members believe there was one and some believe not. So I decided to research this subject.

The only Buick I have ever seen with a cover is this restored 1940 Limited 80 Series Convertible Sedan.



It's held in place by metal clips attached to the bottom of the wooden cover.

TRUNK TOOL COMPARTMENT "COVER"

12.540 COVER, Tool compartment

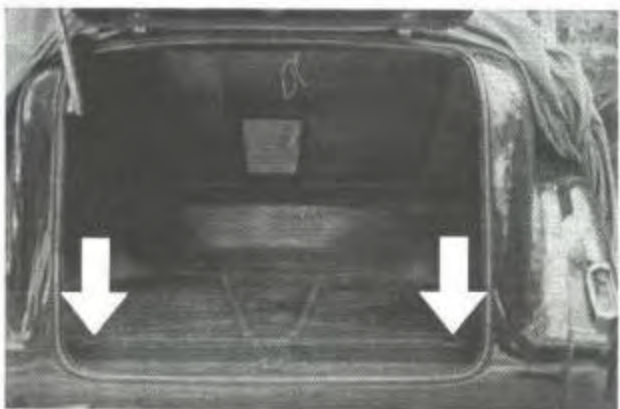
.....4088195	1.00	1938-39-80 convert. (For 6-wheel styles)
.....4088196	1.25	1938-39-80-90 except convertibles (For 6-wheel styles)

To find out more about the cover, I looked in a 1939 Body Parts manual. It indicates that side-mounted (6 wheel) 1938 and 1939 Roadmaster and Limited sedans *did* have this cover. Sidemounted 1938 and 1939 Roadmaster Convertible Sedans also had a cover but it apparently was different as the part numbers are different.

12.540 COVER, Tool compartment

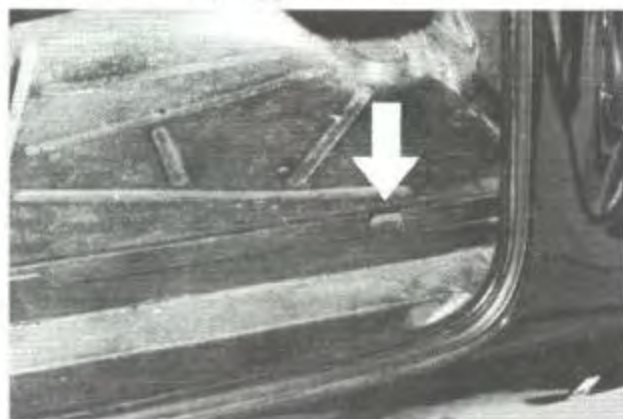
.....4088196	1.25	.....1	1938-39-80-90 except convertibles: 404819-4819F-4829; 1940-90 (For 6-wheel styles)
.....4103879	1.75	.....1	404411-4411A-4419-4419A-4429-4619- 4619A-4629 (For 6-wheel styles)
.....4103881	1.50	.....1	404411-4411A-4419-4419A-4429-4619- 4619A-4629 (For 5-wheel styles)
.....4110683	2.25	.....1	404519-4529-4719-4729 (For 5-wheel styles)
.....4110233	.05	.....1	1940-40-50-60-70: Clip, retaining

Looking in a 1945 Body Parts manual shows '38 and '39 sidemounted Roadmaster and Limited sedans had a cover. Also 1940 sidemounted Limited 90 Series and Limited 80 Series (*same as a '38/'39 Roadmaster*) had a cover. And it appears that most 1940 Buicks, both with and without sidemounts, had a cover. (*I will now pay more attention to 1940 Buick trunks!*)



(continued from page 22)

Some members believe their cars had this cover and that it clipped into place at the two slots in the trunk (see arrows in photo at bottom of page 22). This Century sedan **has** factory installed sidemounts (6 wheel job), so there is **not** a shelf (and shelf support brackets).



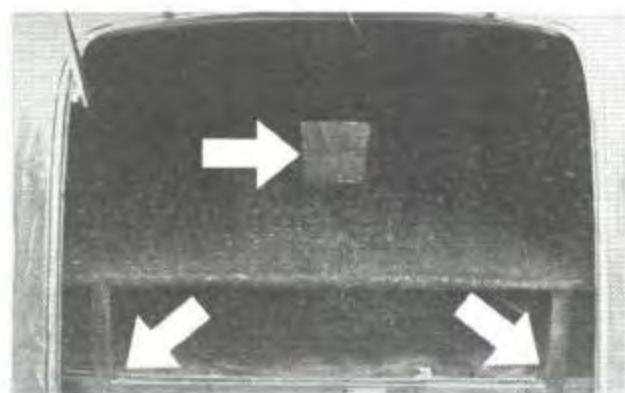
The photo above is a close-up view of one of the trunk slots.

The photo to your right is another 1938 Century sedan, only **with** plain front fenders (5 wheel job). So it has a spare tire and shelf. Note the metal shelf brackets are attached at the spot where the slot is located on sidemounted cars.

Also note the metal cover in the back center of the trunk. This is on all Century sedans. It allows the rear seat center arm rest to fold down. Special sedans do not have a fold down arm rest or this cover.

In conclusion, in 1937 and 1938, only 1938 Roadmaster's and Limited's had a tool compartment cover. The two notches you see in the trunk of factory sidemounted cars are for the shelf support brackets used only on Buicks with plain fenders.

ED: Please write if you have any additional information on this subject. Thanks.



WELCOME NEW Members

Gerald Mc Gann (#1328)
24757 W. Meadowlark Dr.
Channahon, IL 60410
37-41

Alan Hunt (#1329)
11125-72 A Avenue
Delta, BC
Canada, V4C 1A2
38-41 (Australian Holden Body)

Richard Byrd (#1330)
2589 Harvey Rd.
Mason, OH 45040
38-46C

Duane Johnson (#1331)
PO Box 924
Cannon Beach, OR 97110

James French (#1332)
3730 98th Dr. SE
Everett, WA 98205
37-61

Mark McDonough (#1333)
146 Avenue G
Pittsburgh, PA 15221
37-41

Jim Elliott (#1334)
P.O. Box 723
Grafton, VA 23692
38-41

Terry Sullivan (#1335)
2110 Forest Ave. Ste C
San Jose, CA 95128
38-41

Adrian Rubio (#1336)
4755 Upson Downs Rd.
Newcastle, CA 95658
37-61

Earl Robinson (#1337)
121 Partridgeberry Lane
W. Swanzey, NH 03469
37-40C

Parts FOR SALE

• 1937-1938 NOS PARTS

1937-40 U-Joint assembly #1288621.....	\$60
1937-40 Second Speed Gear.....	\$35
1937-40 2nd and 3rd Speed Sliding Sleeve.....	\$25
1937-1938 Transmission Main Drive Bearing.....	\$15
1937-1938 40-60 Right front shock absorber.....	\$75
1937-1938 Outside door handles, used, send measurements....	\$15 ea.
1937-1938 Ignition points and condenser, NORS.....	\$10
1938 Gas gauge.....	\$40
1938 40C, 41, 47, 48 Rear coil spring #1306461.....	\$40
1938-40 After engine #4-3445305 Rocker arm assembly, used.....	\$35

All Parts NOS Except as Noted

Please add 15% for shipping, \$3 minimum

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Lynn, MA 01904

(781) 593-9534 evenings

• 1938 PARTS

Instrument cluster, good temperature bulb.....	\$110
Steering wheel, needs restoring.....	\$25
Chrome ring for horn button.....	\$10
Rear bumper.....	\$25
Bumper guard, excellent.....	\$30
Horn ring.....	\$110
Headlight lenses.....	\$85
Hood strip for a Special. New chrome.....	\$110

• 1937 PARTS

Hood strip for a Special, excellent stainless.....	\$125
Horn button for McLaughlin Buick.....	\$15

Jim Carpenter (#1169)

2450 Dryden Ave., Gilroy, CA 95020

(408) 848-8935

• 1937 PARTS-ALL SERIES

Front nose section to hold grille. No air baffle. Rust free.....	\$65
Steering wheel cores.....	\$30 to \$40

• 1937 ROADMASTER PARTS

4 stainless door latch plates.....	\$6 each
Front seat wood frame, with adjuster mechanism.	
Very good wood. No cushion springs.....	\$125
Floorpan. Sedan or convertible sedan. Complete trunk to driver's seat.	
Spotwelds drilled to remove. Surface rust only.....	\$275
NOS water pump.....	\$70
Running board, drivers side, needs re-covering. Good core.....	\$75
80C Convertible sedan-recast bracket on wood header, to mount mirror.....	\$60

(continued from page 24)

- 80C Convertible center top latch hook, mounts on divider bar of windshield.... \$55
- **1937 CENTURY PARTS**
 - Bumpers. Good cores. Need re-chroming..... \$30
 - Rear end, complete, 1937 Century..... \$300
 - **1936 CENTURY & ROADMASTER PARTS**
 - New Y & Z wiring harness..... \$255
 - Transmission. Shifts very good..... \$150
 - Also have front suspension parts, brake drums. Please call for needs
- All prices plus shipping

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San Juan Capistrano, CA 92625
(714) 493-1199

- **1937-1938 LARGE SERIES ENGINE**
 - Camshaft, slightly marked..... \$200
 - Valve lifter set, NORS (Kanter)..... \$200
 - Push rods, set, NORS (Kanter)..... \$200
 - Valve springs, set, double, NORS (Kanter)..... \$60
- **1938 LARGE SERIES ENGINE**
 - Rocker shaft, complete arms, brackets etc. 600 miles since reconditioned..... \$180

All parts shipped **FREE!**

Bill Whyte (#968)
Clerk's Acre
Lodgehill Rd.
Nairn
Scotland
U.K. IV12 4SZ



- **1937 40 & 60 Series Slant Back Sedan TRUNK LID**
 - Also fits 38-40-60 & 80C. In "good" shape except for one piece cut out which can be seen on the inside lid photo. This part (Trunk Lid) is in my storage in New York, so it would be easy to ship anywhere in the USA..... \$175.00
- **1939**
 - 2 pairs of fender lights, redone as Parking and Directional lights..... \$275.00 pair
 - Postage is \$10.00

• **1937-1938 ALL SERIES**

I have been parting out these years plus 1936, 1939, 1940 & 1941 for the past 25 years. If any parts required, please send an itemized list along with a good description and I will quote you a price and condition. Please include 50 cents in coin for a prompt response. Free delivery to BCA National Meet in July and to the Fall Carlisle/Hershey Meet for any large items.

Robert James (#371)
PO Box 531
Whitby, Ontario
Canada L1N 5V3

• **1937 & 1938 PARTS**

The following is just a portion of the parts available. Call with your needs.

• **1937 PARTS**

Master and DeLuxe heaters.....	\$75 each
Rear Fenders, 40-60 Series, excellent.....	\$150 each
SPECIAL grille shell, mint condition.....	\$125
SPECIAL front fenders, non-welled, excellent..	\$150 each
NOS Special steering knuckles.....	\$25 each
CENTURY sidemount fenders with mounting hardware. Left needs repair.....	\$400
ROADMASTER rims.....	\$50 each
ROADMASTER axles.....	\$100 pair
ROADMASTER front suspension.....	call with needs
Coupe & 2 Dr. Sedan side stainless, complete sets.....	\$75
CENTURY brake & clutch pedal assembly.....	\$35
Buick 8 clock hole filler.....	\$20
Bumper guards.....	\$20
CENTURY radiator.....	\$75
SPECIAL radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
SMALL & LARGE series throttle linkage.....	\$25
BIG SERIES rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
SPECIAL manifold.....	\$75
Throttle cable.....	\$20
SPECIAL transmission.....	\$100
SPECIAL splash pans.....	\$40 pair
CENTURY hood.....	\$200
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$30 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set

(continued from page 26)

Radio.....	\$75
Parts radio.....	\$25
• 1938 PARTS	
Headlight adjusting buckets and reflectors.....	\$100 pair
Master and DeLuxe Heaters.....	\$75 each
SPECIAL fuel pumps, rebuilt.....	\$40
SPECIAL fuel pump cores with rebuild kits.....	\$25
Trunk emblem.....	\$35
40 & 60 sedan trunk lid, no rust.....	\$75
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Horn button.....	\$10
SPECIAL hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Bumper guards.....	\$20
Tail lights, complete.....	\$75 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
SPECIAL radiator.....	\$75
Battery tray.....	\$20
Generator.....	\$50
SPECIAL manifold, complete.....	\$75
SPECIAL hood sides & tops.....	\$25 each
Gas tank door.....	\$10
Sedan trunk weather strip, new rubber.....	\$25
Grille, no cracks, minor pitting.....	\$200
Fender lights.....	\$100 pair
Hood ornament, minor pitting.....	\$35
CENTURY hood sides and tops.....	\$50 each
Jack handle.....	\$20
CENTURY Rear end, complete.....	\$500
CENTURY Splash pans.....	\$50 pair
CENTURY Rims.....	\$100
CENTURY radiator.....	\$100
SPECIAL coupe window moldings.....	\$100
Cigarette lighter.....	\$25
• 1937-1938 PARTS	
40-60 Series rear fenders.....	\$100 each
LARGE SERIES sidemount retainer cup.....	\$440
SMALL SERIES rebuilt oil pump.....	\$40
Five post voltage regulator.....	\$35
SPECIAL running boards, solid cores.....	\$200 pair
SPECIAL rims.....	\$40 each
Headlight buckets.....	\$20 each
40-60 SERIES trunk hinges.....	\$75 pair
LARGE SERIES air cleaner.....	\$75
40-60 kingpin sets.....	\$30
Starter drives.....	\$20

(continued from page 27)

Large series fan belts, new.....	\$15
Map light switches.....	\$15
SMALL SERIES spark plug covers.....	\$40
SPECIAL air cleaner.....	\$50
Rear fender splash aprons.....	\$15 each
BIG SERIES manifold ends.....	\$50
16" beauty rings.....	\$10 each
2 Door rear ash trays.....	\$20 pair
Headlight bezels.....	\$20 each
Trunk hinges.....	\$75 pair
SPECIAL oil pump.....	\$35
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
SPECIAL rear motor mounts.....	\$15
CENTURY rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$50 each
Front vent window frames & mechanisms.....	\$35 each
BIG SERIES fuel pump cores.....	\$50
New speedometer cables.....	\$20
SPECIAL timing chain, new.....	\$35

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(612) 427-3460

• 1937 PARTS

One pair of 1937 SPECIAL sidemount fenders in excellent condition. Some minor work and minor rust, but very nice. Tread covers and face plates included. However they are in poor condition. The face plates and tread covers have been sandblasted and primed. The rear, or inner plates are fully restored and painted. Tread cover stainless is excellent, but no other stainless, nameplates, irons or other hardware is included.....\$800.00 plus shipping

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• **1938 PARTS**

- Accessory Guide Fog Lights. Excellent original condition.....\$450
Accessory horseshoe grille guard, excellent condition....\$165
BIG SERIES Transmissions, have 2.. inquire
NOS 4 terminal voltage regulator for 37/38 Buicks.....\$100
CENTURY right side hood. Good condition.....\$100
Right side SPECIAL running board. Good core.....\$50
Also have lots of 1938 Literature for sale.....Inquire

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Parts **WANTED**

WANTED: FOR 1938 CENTURY

Sedan Model 61.

- All four doors in good condition.
- Also re-buildable original carburetor (Stromberg AAV-2) for the same car.

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New Orleans, LA 70124

WANTED: FOR 37/38 SPECIAL

- Two 37/38 Special sidemount face plates

Lauren Matley (#46)

13912 S.E. 241st St.

Kent, WA 98042

(206) 630-2008

WANTED: FOR 1938 CENTURY

- Starter vacuum switch
- Wiper transmissions, NOS or replated
- Spark plug cover for large series engine
- Window winder handle, original

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Convertible Coupe Model 66C

- Dual sidemounts. Black exterior with red leather upholstery. Six 97's on Howard manifold. 6 old time air cleaners. Moon fuel block, custom linkage. Melvin Tull valve and side covers. O'Brien trucker bee hive and coil cover. Fatman drop spindles, Third 96 surburn light, Trippie lights, grille guard. Super fast driver.

\$35,000.00

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- Maroon, gray leather, power steering, disc brakes, cruise, tilt, wheel house, banjo wheel, CD player, Lincoln town car 6 way power seats, 425 nailhead, dual quads, valve covers, air, electric fan, 12 volts, full int., Turbo 400, 65 Rev rear end, new fat whites, dual sidemounts, 41 Century wheels and hub caps. New running boards, Trippie lights, grille guard. V butt windshield. Excellent street rod with heater and defroster.

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38-41 4-Door Trunk Back Sedan

- Side mounts, dark metallic blue, turn signals, non-Buick radio, chrome window moldings. Looks & sounds like a good, clean, solid straight driver. Needs a bit here and there but basically all there.

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- Very original. Runs excellent, new battery, rebuilt carburetor, white walls tires.....

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Champlin, MN 55316

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FOR SALE: '38 SPECIAL Street Rod

- Model 41 four door trunk back sedan. with rebuilt Chevrolet Camaro 350 engine. Needs paint and upholstery. New upholstery comes with car.

\$8,000.00

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- Interior Completely Restored
- New Weather Seals. Windows, Tires, Battery, Radio and Heater. • Runs Well

\$12,000.00

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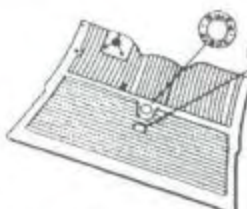
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Clips.....WC-80.....\$.75 ea.



DOOR BOTTOM SEAL
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Sedans. 3/4" Wide;
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1/2"x1"x16" TL-1129.....\$47.50



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Black.....CB-343BK.....\$5.95 ea.
Brown.....CB-343BN.....\$5.95 ea.



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.....FS-375.....\$12.50 pr.



1937 ONLY! ACCELERATOR PEDALS Series
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Brown.....AP-37BN.....\$35.50



SHIFT BOOT. 1937-38 Series 40 Only!
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Brown.....\$18.50
Series 80-90 Black ONLY.....\$ 8.50

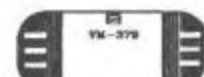
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EXHAUST MANIFOLDS
1937-38 Series 60-80-90
ENDS \$180. CENTER \$182. VALVE BODY \$195.

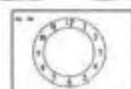
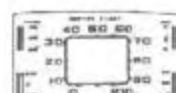
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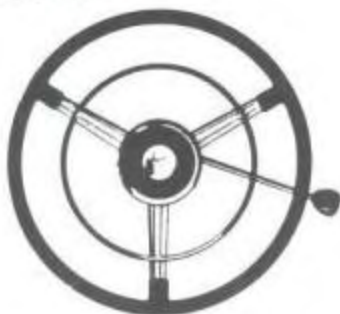


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